Tourism related projects

13S0 SHRI RAJUBHAI A. PARMAR:

SHRIMATI ANANDIBHAI JETHBHAI PATEL:

SHRMIATI URMILABEN CHIMANBHAI PATEL:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the details of the tou. rism-related projects with Central as sistance expected to be completed in Gujarat State during the year 1993-94 and 1994-95;

(b) the details of the tourism_ra-lated projects with Central assistance in the State which are expected to be launched or senctioned during 1994-95, with the details of the Central assistance and overall investment for each project; and

(c) the monetary allocation fox the year 1994-95 and the time frame for completion of the projects?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHU-LAM NABI AZAD); (a) The Central Department of Tourism sanc_ tioned 7 tourism related projects schemes amounting to Rs, 65.76 lakhs in the State of Gujarat during 1993-94. The projects|schemes are executed by the State Government of Gujarat and completion of the projects is the responsibility of the State Government. The sanctioned projects are listed below:

Sl.No.	Name of the project	Amount sanctioned (Rs. in lakhs)
1	Tourist complex at Naisarovar	19.68
2	Cafetaria at Porbandar	14.60
3	Floodlighting of Somnath Temple	17.46
4	Two units of Spirit Type landsailing Yatch	4.48
5	Navratri Festival	1.85
6	Tarnetar fair	2.69
7	Publicity support	5.00
	TOTAL:	65 70

'(b) and (c) No proposal seeking Central assistance for tourism related projects has been received from the State Government of Gujarat so far during 1994-95.

पूर्ण-प्रशिक्षित केबिन क्रू स्टाफ की आवश्यकता

1391. **श्री सुशील कुमार संभाजीराव शिन्दे** : क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि भारतीय विमानन क्षेत्र में हो रहे विस्तार के अनुपात में पूर्ण-प्रशिक्षित कर्मचारी उपलब्ध नहीं हो रहे हैं ;

(ख) क्या यह भी सच है कि निजी कम्पनियों में केबिन क्रू तथा अन्य कर्मचारी पूरी तरह प्रशिक्षित नहीं हैं ;

(ग) यदि हां, तो क्या सरकार इस क्षेत्र में हो रहे विस्तार को ध्यान में रखते हुये केबिन क्रू, काकपिट क्रू और इंजीनियरों आदि के लिये कोई प्रशिक्षण संस्था चलाने का विचार रखती है ;

(घ) यदि हां, तो उसका ब्यौरा क्या है ; और

(ङ) यदि नहीं, तो उसके क्या कारण हैं ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद) : : (क) एयर टैक्सी प्रचालक, उनके द्वारा प्राप्त किये गये विमानों के प्रकार के अनुरक्षण और प्रचालन के लिये प्रशिक्षण कमांडरों और इंजीनियरों की कमी महसूस कर रहे हैं। इंडियन एयरलाइंस भी बी–737 विमानों पर कमांडरों की कुछ कमी महसूस कर रही है ;

(ख) जी, नहीं।

(ग) और (घ) ये प्रश्न नहीं उठते।

(ङ) जहां कहीं प्रशिक्षित कार्मिकों की आवश्यकता होती है वहां नागर विमानन महानिदेशालय के निर्देशों के अनुसार इन कार्मिकों के प्रशिक्षण के लिये व्यवस्था करना प्रचालकों का उत्तरदायित्व है और यही नियम है।

Losses to IA and AI

1392. SHRI V. NARAYANSAMY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the Indian Airlines and Air India are making losses continuously through airlines all over the world are adopting strategies to keep the losses away from the balance sheet; and

(b) whether Government have worked out the strategy for recouping losses and making AI and IA profit making organisations?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHU-LAM NABI AZAD): (a) While Air India has not incurred any loss during the .last few years,-Indian Airlines has done so.

(b) The following are the major steps taken to minimise the losses and to make Indian Airlines a profitable venture: —

(i) Product Improvements

— Improvement in service both on ground and on board.

— Improvement in passenger comfort by increasing seat pitch in Economy Class of A-300 aircraft

— Introduction of Business Class in A-320 aircraft.

(ii) Pricing and Distribution Strategies.

— Incentives|concession introduced for customers and agents.

— Sotting up of Sales Forces to ge nerate more business.

(iii) Organisational improvements

— Changes in the organisational structure and systems to enable a speedy and cohesive response to the environment.

— Closer consultation with the em ployee Unions Associations to fos ter an atmospher of mutual un derstanding.

(iv) Increased fleet utilisation as a result of introduction of productivity linked schemes of remuneration.

(v) Increased international operations to usefully deploy available capacity.

(vi) Tip up with Air India in several areas, like joint venture operation in the Gulf countries hub and spoke operations.